

Today's
Advertisements.

NOTICE.

THE Undersigned begs to notify the public that he has withdrawn his share from the FIRM of N. D. OLLIA and from this date, Mr. J. N. OLLIA will carry on business on his account and risk.

NUSSERWANJI DADABHOY OLLIA.
Hongkong, 12th September, 1893. [1091]

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE & YOKOHAMA.
THE Company's Steamship

"MONMOUTHSHIRE,"
Commander Evans, will be despatched for the above Port, TO-MORROW, the 13th instant, at 5 P.M.

For Freight or Passage, apply to
SHEWAN, TOMES & Co.,
Agents.

Hongkong, 12th September, 1893. [1094]

OCEAN STEAMSHIP COMPANY.

FOR AMOY.
THE Company's Steamship

"TELEMACHUS,"
Captain Sawyer, will be despatched on WEDNESDAY, the 14th instant, at Daylight.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th September, 1893. [1092]

OCEAN STEAMSHIP COMPANY.

FOR KUDAT AND SANDAKAN.
THE Company's Steamship

"MEMNON,"
Captain Fallam, will be despatched on FRIDAY, the 16th instant, at Noon.

For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th September, 1893. [1093]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.
THE Company's Steamship

"KWEIYANG,"
Captain Osterbridge, will be despatched as above on TUESDAY, the 20th instant, at 3 P.M.

For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.

Hongkong, 12th September, 1893. [1095]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.
FROM KOBE.

THE Steamship

"GISELA,"
having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godown of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all claims must be sent to the Office of the Undersigned before Noon on the 17th instant, or they will not be recognized.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 17th instant will be subject to risk.

Bills of Lading will be countersigned by
SANDER WIELER & Co.,
Agents.

Hongkong, 12th September, 1893. [1096]

Intimations.

DAKIN, CRICKSHANK &
COMPANY,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.
SODA WATER.
LEMONADE.
GINGER ALE.
RASPBERRYADE, &c.

DAKIN, CRICKSHANK & Co's WATERS are made under the constant supervision of a daily qualified English Chemist and will bear comparison with the best English Manufacturers.
Special terms to HOTELS, CLUBS, RESTAURANTS, and other Large Consumers.
Any complaints should be addressed to the Manager.
Hongkong, 1st March, 1897. [130]

WORTH A GUINEA A BOX.

BEECHAM'S PILLS

FOR ALL
BILIOUS AND NERVOUS DISORDERS
SUCH AS
SICK HEADACHE, CONSTIPATION,
WEAK STOMACH,
IMPAIRED DIGESTION,
DISORDERED LIVER,
AND FEMALE AFFECTIONS.
ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor—
THOMAS BEECHAM, St. Helena, England.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA
WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road, Central,
HONGKONG. [138]

TAKE NOTE

IT IS UNIVERSALLY ADMITTED THAT
TO indicate the exact use of words, no
Dictionary can compare with the New
Edition of
WEBSTER'S DICTIONARY.
At the office of the Hongkong Telegraph you can see, and procure for SIX DOLLARS, a Copy of the Webster's Dictionary, the latest and most
emphatic proof that Labor omnia vincit.

Intimation.

A. S. WATSON & CO.,
LIMITED.

MANUFACTURERS OF
AERATED WATERS.

AERATED WATERS of our manu-
facture are sold throughout the
Far East and are invariably pre-
ferred on account of their excellence.

ABSOLUTE PURITY is guaranteed.
The best materials only are used.

THE PRICES are only half those
charged in England.

WATERS MANUFACTURED BY US are
acknowledged by the leading English
makers to be equal to those of their
own production.

SIR EDWARD FRANKLAND, K.C.B.,
D.C.L., F.R.S., &c. the greatest
living authority on Water, reports as
follows on the water as prepared and
used by us in our manufacture:—
"It possesses an extremely high de-
gree of organic purity and is
"of most excellent quality for
"drinking."

During the Summer Months,
all AERATED WATERS should be
kept in a cool place, preferably in an
ICE CHEST or REFRIGERATOR, until
required for use. The Bottles should
be stored with the necks downward
so that the corks are covered by the
water. This will prevent an escape
of gas taking place and rendering the
waters more or less flat.

A. S. WATSON & CO., LTD.
HONGKONG DISPENSARY.

ESTABLISHED A.D. 1841.

Hongkong, 5th September 1893. [17]

BIRTH.

At Fern Bank, Devonshire Road, Singapore,
on 3rd instant, the wife of Mr. A. RENE LOWELL,
of a son.

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chants from whom the facts they seek can be elicited. It is probable that any one of the names we mention above, and of a number of British merchants who probably would be able to give the Chambers of Commerce more in a quarter of an hour than Lord Charles will be able to after a six months' mission. Lord Charles is an expert on naval matters; but the field he now enters is possessed by others as specially trained as he has been in his own profession.

REUTERS MESSAGE.

THE DISTURBANCES AT CRETE.

LONDON, September 9th.

The Times Correspondent at Candia states that 800 Christians have been massacred and the town pillaged by Bash-Bazouk. Turkish troops were seen firing on the British. 250 men of the Border Regiment and a Company of the Medical Corps have left Malta for Crete. Eight warships are before Candia ready to bombard the town if necessary.

WEATHER REPORT.

The Observatory report to-day says:—On the 11th at 11.55 a.m. The barometer has risen moderately in the extreme North, and slightly on the China coast. Pressure is high over Japan and the S. coast of China, relatively low in the middle part of the China Sea and, probably, also in the Pacific to the E. of Luzon. Gradients slight for E. winds on the China coast. FORECAST:—Moderate E. winds; showery.

On the 12th at 11.40 a.m. The barometer has fallen a little in the North, and remains steady in the South. Pressure continues high over the S. coast of China and relatively low in the middle part of the China Sea. Gradients gentle on the China coast. FORECAST:—Light or moderate N.E. winds; showery.

LOCAL AND GENERAL.

FOR taking part in the bludgeoning of a girl into the colony for immoral purposes a Chinese woman got six months' "hard" to-day.

A GENTLE HINT.—She: "With all men were like Admiral Dewey!" He: "In what way?" She: "He believes in short engagements."

THE returns of the number of visitors to the City Hall Museum for the week ended Sept. 11th are:—Europeans, 206; Chinese, 1,959; total 2,165.

A BOARDING house keeper was to-day sentenced to nine months' imprisonment for fraudulently bilking twenty-eight coolies into the colony for the purpose of emigration.

REMBANG, a province in Java, seems to offer a promising field for mining prospectors. Signs of coal have attracted notice. Petroleum, too, has been found both in wells and springs in that quarter.

EARLY this month, the Government will despatch an expedition to explore Central Celebes from Palopo to Palos. This journey, says the *Batavia Nieuwsblad*, through districts hitherto untraveled by Europeans, will prove to be very interesting, especially to ethnologists.

AT Nicobar and Sevastopol, work on vessels laid down six months ago for Far Eastern waters is being rapidly pushed on. It is stated that extraordinary exertions are being made to secure full naval equipment for the Russian Empire in the event of complications arising in the near future.

A TELEGRAM from Madrid to the New York *Journal* says that Spain is favourably considering the proposal to sell the Philippines, as it is believed that the United States only intend to take Manila and the adjacent territory. The telegram adds that France has suggested that America should buy the islands.

In the current issue of *Punch* appears a capital drawing, bearing the familiar initials of Mr. E. T. Reed, illustrating the political situation in the Far East. Before a closed and barricaded door, marked "China," and embossed with a Russian eagle, sits a bear, with the full arms and accoutrements of a Russian soldier. Before him, and up to his shoulders in a trench he is digging, is a German soldier, while even the trench is hedged off by a line of thorns forming the legend "Tariff." In the foreground we are shown Mr. Verburgh exclaiming, "Well, whatever George Curzon may say, I'll be hanged if I call that an 'open door'!" The Russian situation of China is amusingly indicated by the title of the road, "Pekolski Prospect."

AMERICAN capitalists are determined to lose no time in giving their presumed new possessions in the Pacific the "advantages" of American rule. With this view it is considered necessary that an American cable should be at once laid to connect San Francisco with Hawaii, the Ladrones, the Philippines, and Hongkong. It was apparently considered quite unnecessary to wait for the termination of the war or the trifling formalities of annexation; for it is stated in an American newspaper that "on July 20 the Executive Council of the Hawaiian Government signed a contract with the Pacific Cable Company to lay a cable between the United States, Hawaii and Japan, China and the Philippines, the contract being for a period of twenty years."

A Co. K. O. R., challenged the regiment to a billiard match (8 a side). G. Co. took up the "def." and the match has just been finished in the Recreation Room at Murray Barracks. The first two to play were Ptes. Bunting (G) and Royle (A), the latter winning by 7 to 9. The second pair were Dixon (G) and King (A), the former scoring 10 points over the latter. Then Embry (G) and Scott (A) met, Embry winning by 11 points. Pte. Gibson (A) beat Sgt. Butterworth (G) by 39 points and Lieut. Cpl. Whitehead (A) was beaten by 31 points by Sgt. Keeley (G). The next to play were Corporal Williams and Pte. Emerson and Lieut. Cpl. Williams won by 62 points. Pte. Hancock (G) defeated Pte. Case (A) by 58 points and Pte. Rigby (G) was beaten by Lieut. Cpl. Davies by 5 points. G. Company won by 83 points.

WE understand that Mr. C. H. Grace intends organizing a promenade concert in aid of the funds of the Hongkong Benevolent Society, to take place on or about the 29th October next. We trust that Mr. Grace will receive all the support that he deserves in so charitable an undertaking.

AN occasional correspondent (T. C.), writing on June 22nd to the *Manchester Guardian* on the position in Manila, remarks:—To add to the other discomforts of life here, almost all the washing has got lost. The laundry places were chiefly at and beyond the village of Mandalay, now in the enemy's hands. It is confidently asserted by natives that the washing will all come out right enough someday; but meantime nobody can pass through the lines of the opposing armies, and most of the European residents are in a pitiable state.

H. M. SADECK, of 27 Gage Street, appeared at the Magistracy to-day in response to a summons for failing to make certain improvements as required by the Public Health Ordinance. J. J. Bryant, Sanitary Surveyor, said that he inspected the drains of the above-mentioned house on 21st July and found them to be in an insanitary condition. He reported the matter to the Sanitary Board the next day and again inspected the premises on 7th inst. but found that nothing had been done. Inspector Reddie spoke to service notices on defendant. The offence was admitted and defendant fined \$15. He was also ordered to comply with the orders of the Sanitary Board within one month and warned that he was liable to a penalty of \$25 per day if the improvements were not completed on 12th prox.

A CORRESPONDENT, writing from Hankow to the *Globe*, urges the necessity of shallow-draught steamers of the *Woodcock* type for use as police-boats in China. The presence of foreign gunboats for police duty on the inland waterways is indispensable. For four months yearly two shallow-draught gunboats on the China Station, the *Phaetis* and *Algerine*, could reach Siang-tan or Chang-sha Fu, on the Siang River, but for the remainder of the year we have no suitable gunboats for such work. He would surely not have us substitute for the *Phaetis* or *Algerine*, vessels of 1,050 tons and drawing 11 ft. 3 in. of water, the *Sandpiper* or the *Woodcock* drawing two feet only. Perhaps when the four gunboats of the *Bramble* class are finished they, with their 8 ft. of draught, and 850 tons displacement, will be more the sort of thing we should require.

THE Colonial Secretary courteously forwards the following for publication:—

BRITISH CONSULATE,

TAMSU, Aug. 27th, 1893.

SIR,—I have the honour to bring to your knowledge that a notification issued by the Governor General of Formosa on the 24th instant, prohibits for 10 days, from the 10th September, the passage between the Eastern Point of Fisher Island and a red buoy 300 yards in a South-East by East direction, from that point, and the passage between the North-West extremity of Fisher Island and a red buoy 1,200 yards in a West by North direction, in the Pescadore Group—to all ships, on account of the manœuvres to be carried out during that period by the Makung Torpedo Corps, when mines, etc. will be laid.

I have the honour to be, Sir,

Your obedient servant,

HENRY A. C. BONAR,

Consul.

The Colonial Secretary, Hongkong.

APPROX of Lord Charles Berezford's visit to the Far East, a correspondent tells a story of the gallant sailor's Chinese servant, Tom Fat. This individual came into the Admiral's possession while he was in Chinese waters, and served him nine years. Lord Charles goes on:—"I suddenly struck him like the rest of men. Therefore I paid him a week's leave. This he spent in London. In the same time he had also spent £37 of my money. As he did not turn up after ten days, I knew something was wrong, and eventually the police found him at the Criterion giving a supper to fourteen lady friends." The fact was the sharp Chinese boy had developed into an accomplished forger, and Lord Charles's banking account suffered to the extent specified. Tom Fat got five years' penal servitude, but his generous employer interceded and got him off with three; then paid his fare to China, and set him up as a bootmaker. Lord Charles used to conclude the anecdote:—"He was born to rise, and I should not be surprised if he figured as a high Mandarin during the last war."

THE Extract of Meteorological Observations made at the Observatory during August is published in the *Gazette* and we take the following data therefrom. The mean Barometric Pressure during the month was 29.66 being 1 below the average; the mean Temperature as above the average being 81.5 deg. as against 80.9 deg. as given in the ten-years means. The rainfall was short by 3.99 ins. being only 9.9 ins. As a matter of fact we believe the rainfall has been short every month this year since March. The lowest temperature/reading occurred on the 14th being 74.9 deg. and the highest 90.4 deg. on the 31st. The following note is of interest:—"The frequency of typhoons during the month of August was most unusual. Between July 28th and August 18th no less than four passed to the South of Hongkong, causing gales in the colony. In addition three were experienced in Formosa and neighbouring waters. Thus between July 28th and the end of August seven typhoons occurred in the China Seas, or on an average one in about every five days. With regard to Hongkong the frequency was much the same for the period September 18th to October 6th, 1894, when four typhoon centres passed near the colony; two whole gales and two gales of full typhoon force being experienced in the harbour during the period named."

THE Dragon Cycle Dept. in D'Agullier Street appears to be very busy at present, cycles in all stages of repair and overhaul being littered about the premises on all hands. It is evident that the advent of the cycle mania in Hongkong has brought a new industry to the place, and as the Dragon Dept. has machinery for dealing with cycle repairs of all descriptions, there should be a flourishing business before the enterprising proprietor.

ACCORDING to advices received at Plymouth, Her Majesty's ship *Mohawk*, Commander Freeman, serving on the Australian Station, has annexed Santa Cruz and the Duff Groups of Islands, numbering eighteen altogether. The Santa Cruz Group has seven large islands, besides several smaller ones. The Duff or Wilson Group consists of eleven islands. Santa Cruz, the principal island of the group taking that name, is about fifteen or sixteen miles long. The other places are of less importance. The largest of the Duff Islands is but six miles in circumference.

THE King's Own Regiment's Dramatic Club repeated their entertainment on Saturday night at Murray Barracks before a large audience, and again the affair proved highly successful. The piece "Uncle's Will" evoked roars of laughter and applause. Galloway and Messrs. J. Arnold and E. Al'ous gave capital representations of the characters. In the "variety" part Messrs. Upton and Carter, Sullivan, O'Donoghue and Broadhurst put in splendid work in their comic and sentimental numbers, while Col. Sergeant Lellott proved himself a comic artist of excellent quality, his make-up alone being most mirth-provoking. Lieut. Galloway recited the story of Virginia in good style and was warmly applauded. Mrs. Sherwood made a most efficient pianist. The entertainment will be repeated at Mount Austin Barracks on Friday and Saturday evenings next.

At the Supreme Court to-day in the suit Li Yuen Wa and others v. Li Chung Piu before the Full Court. Dr. Ho Kai, who is co-operating with Mr. J. J. Francis, Q.C., on behalf of the plaintiffs, applied for an adjournment on account of the illness of the learned Q.C. and produced a medical certificate in support of his motion. Mr. H. E. Pollock, counsel for defendant, said that even a short adjournment was prejudicial to his client, but considering the illness of Mr. Francis he agreed to the case being put off till after the Sessions when it would be resumed. His lordship the Chief Justice said that they very much regretted the cause of the adjournment and hoped Mr. Francis would have a speedy recovery. On the other hand they thought that Mr. Pollock was within his right in saying that the case should be proceeded with at the adjournment. The case was adjourned till Tuesday, 20th inst., at 10.30 a.m.

THE LEGISLATIVE COUNCIL.

A meeting of the Legislative Council was held this afternoon. His Excellency the Officer Administering the Government, Major-General Wilson Black, C.B., presided, and there were also present—Hon. T. S. Smith (Acting Colonial Secretary), Hon. R. D. Ormsby (Director of Public Works), Hon. F. H. May, C.M.G. (Captain Superintendent of Police), Hon. W. M. Thomson (Acting Colonial Secretary), Hon. R. M. Rumney (Harbour Master), Hon. W. M. Goodman, Attorney-General, official members; the Hon. C. P. Chater, C.M.G., Hon. T. H. Whitehead, Hon. Dr. Ho Kai, Hon. Wei A. Yek, Hon. E. R. Balliol and Hon. J. J. Bell-Irving, non-official members.

FINANCIAL MINUTES.

On the motion of the Acting Colonial Secretary financial minutes 14 and 15 were adopted as was the report of the Finance Committee No. 5.

SANITARY BOARD AMENDED BYE-LAWS.

The Acting Colonial Secretary moved as follows:—"That this Council approves of the repeal by the Sanitary Board of the present Bye-laws approved by this Council on the 16th day of August, 1893, and the substitution thereof of the Bye-laws made by the Sanitary Board on the 25th day of August, 1893."

SALE OF POISONS.

The Attorney General moved the approval of the Bye-laws lately prepared for the control of the sale of Poisons. He explained that they had been carefully prepared and were on the lines of those in England.

BIRTHS AND DEATHS REGISTRATION.

The Attorney General moved the first reading of a bill to amend the Births and Deaths Registration Ordinance 1896. The first reading was carried and the bill was read a second time and taken into committee. It was pointed out that the bill would amend the Ordinance, making it more elastic and saving trouble to people out of the colony, by enabling them to make declarations.

NATURALISATION BILL.

On the motion of the Attorney General a bill providing for the imposition of fees for the naturalisation of aliens as British subjects was read a second time, taken into committee, read a third time and passed.

THE MAGISTRATES' ORDINANCE.

The Attorney General moved the second reading of a bill to amend the above Ordinance, and he said that it provided for one or more magistrates instead of one only as now and it was necessary owing to the exigencies of the business. The motion was carried and the bill was taken into committee, read a third time and passed.

NATURALISATION BILL.

BRITISH TRADE IN CHINA.

BY ALEXANDER MURPHY.

The opportunities of Mr. A. R. Colquhoun's book, "China in Transition," published by Messrs. Harper and Brothers is confirmed by the daily course of events in the Far East, as well as by the movement in commercial and financial circles at home and by the sayings and doings of public men. Two remarks recently dropped by Mr. Curzon, in reply to one of those irritating questions which are apt to get on the nerves of Parliamentary officials, supply a pertinent illustration of the position of that Imperial Commercial Question to which Colquhoun devotes one of his most practical and most suggestive chapters. The question has passed rapidly through several phases even during the present year. The particular aspect of it which has risen into supreme importance within the past few months, and which at the present moment throws the other aspects of it into the shade, is the connecting link between individual exertion and collective co-operation—the point at which Governmental aid is needed to foster and facilitate the separate efforts of merchants, manufacturers, and financiers.

THE FOREIGN OFFICE AND COMMERCE.

The Foreign Office naturally reacts to the utmost pressure that is being put on it to render assistance to the national commerce. It reacts bitterly to the difficulties which have been cast on the impetuosity of its machinery and on its want of methods. In the conflict which results sparks of useful light are thrown on the true position of affairs. Without intending anything of the kind, Mr. Curzon recovered at least one weak spot in the official mechanism through which its operations are rendered futile. Mr. Curzon did not create the Foreign Office; he has to make the best of the organization as he finds it, and it falls to him to defend it against all assaults. In the more act of defence, however, the official veil is occasionally lifted from its operations, and we are allowed to see where its faults short of the full efficiency which is expected of it. We maintain in China a Consular Staff of seventy-five men at a cost of £450,000 per annum, which gives an average of £6,000 per head. The Consular Service in China is £1,500,000 according to rank and seniority. To the question, What does the country receive in return for this outlay? Mr. Curzon answers, "Reports." Interesting, useful to the statisticians and to the publicists with blank columns to fill, the Consular Reports which are issued with commendable regularity by the Foreign Office undoubtedly possess a considerable value of their own. But so far as the struggling British merchants concerned the Commercial Reports scarcely serve him more than the agricultural summaries of the late Mr. James Caird used to serve the struggling British farmer. Mr. Curzon is evidently not of this opinion, for he took occasion to observe that if the merchants devoted as much care to the reports as the Consuls do to the compilation of these Reports it would be to the advantage of British trade, and the point was received with cheers. Doubtless Mr. Curzon is right. Our merchants and manufacturers are not as studious as they ought to be, nor as careful or far-seeing as they might be, if they gave themselves the benefit of a more liberal instruction. Still, that is another question. The significant point in the official judgment of the situation is that the whole duty of Consuls is represented as reporting. They are by implication, absolved from doing anything to foster trade actively or to help the individual trader. They are praised only for compiling retrospects of success or failure a clear twelve months after the event. Their function is historical and philosophical.

WHERE THE SHOE PINCHES.

Yet that is not where the shoe pinches. For events have shown, and are showing every day the inability of any mere historical treatise to the furtherance of trade. Commerce is being helped by more vital agency nowadays. While, as everybody knows, his rivals enjoy the active support of their respective Governments, the British trader, both in China and elsewhere, is rather severely handicapped by his. The very persons who compile those edifying Reports which win the approbation of the Foreign Office may be themselves the greatest foes to British commerce in the concrete. Under the Consularship of some of them it is a positive disadvantage to be a trader to be a British trader. It has long been known, and now it is made clear even to the wayfaring man, that the system pursued by the British Government differs from that of all other Governments. Abstract professions of support, accompanied by definite repression of commercial enterprise, form the substance of our policy, and the £450,000 a year spent on the nominal promotion of our trade in China thus benefits everybody rather than our own countrymen. Mr. Curzon's second remark, that our merchants are culpably indolent in the Consular Reports, suggests the obvious element that it is not the merchants, but the Foreign Office itself, that is the cause of this state of affairs. The careful study of these papers would be most salutary, more particularly those portions of them which the Government in its wisdom withholds from publication. For to the credit of the Consul it must be said that, with the most scrupulous regard for the susceptibilities of the Foreign Office, they are not able wholly to conceal the help and well-as-pallid in which it places them. They can not always prevent it from being seen how their colleagues of other nationalities get all they want, whether under the guise of the Chinese Treaties, while to the British the commonest justice is denied. The Consul reports these things in legible enough terms, but the Foreign Office puts no heed, and in his reflections on the indifference of the merchants Mr. Curzon was rather putting the saddle on the wrong horse. How far the Government is from realizing its duty to the country's commerce, how far it is behind the Governments of other countries, its rivals, is shown by the manner of its response to the demand for Commercial Attachés in China, which has been put forward by our industrial interests. Officials were wanted who would special and sole business it should be to stimulate and foster the efforts of British traders, and Mr. Curzon's Government met the demand by bestowing the title on an official, the Consul-General in Shanghai, who was not only a fixture in his post, but was actually already broken down by overwork. That the Government is being beaten out of this subject by the common sense and persistence of two or three Members of Parliament can never offend the record that on the present Year of Grace, and after all that has happened in it, the sense of duty of the Government of Great Britain did not lift them above practicing this essentially Chinese deception on the country.

CHRONIC HINDRANCES TO BRITISH TRADE.

Our commerce in China, as heretofore carried on, has been hindered by chronic difficulties which ought to have been removed by the Government. Not merchants alone, but, indeed, have grown weary of the subject—but every observer, whether official or amateur, has testified without a dissentient voice that the benefits secured to British trade by our Chinese Treaties have in practice been withheld; that the liberal Tariff agreed on between the two countries has been nullified by irregular and unbalanced exactions, which impose an illegitimate burden on our trade and hamper it by the peculiarly vexatious machinery which the imports are enforced to undergo. The British merchants have been left unprotected by British Governments for more than thirty years, until the merchants in China—who have no personal interest in the remedy of grievances which

form a tax on the manufacturing interests of Great Britain—have ceased to complain. It has, eddy enough, been left to the officials of the Government itself to confess to the world that what Great Britain, with all its power and prestige, during thirty years of unadmitted pre-eminence in China, has failed to effect; what, when it considered the matter at all, it declared to be impossible, has now been effected with the greatest ease by the Representatives of other countries. These officials of Government have shown that it is British trade alone which now bears the burdens imposed by the Chinese in contravention of Treaties, while that of rival countries is exempt. The Reports of our Consuls in China bear the strongest testimony to their own impotence or indifference to the interests they are paid to defend; and the Government which publishes them, if it does not read, these Reports allow the abuses to go on without adopting the simple means which other Powers find so efficacious to remedy the evil. By a single word Lord Salisbury can relieve British trade from the illicit burdens it now bears; but he will never utter that word, though he wastes many equivocal phrases to extenuate the gravity of the injury. But, if the Government is so exceedingly impotent in regard to the removal of so commonplace and indisputable a grievance, the remedy for which makes no demand on its resources of initiative, the question naturally arises, what is to be expected of the Government when it is required to leave the beaten tracks which have been so well marked out by the Statesmen of the last generation? For our commercial development in China has reached a point when a new departure has become necessary if we would maintain our position. Fresh ground must be broken, new methods must be employed, and new forces brought into play. The merchant as he is, is no longer equal to the full development of the existing field, much less to forcing the barriers of new ones.

WHAT REQUIRES TO BE DONE.

The manufacturer has indeed broken ground at some of the principal Treaty-ports, where cotton mills and other factories are being worked. But to utilize the abundant capital and energy which are waiting for outlets—business of a more aggressive and speculative nature has to be created. The entire price heretofore restricted to the coast fringes must be extended into the interior of the country. China has to be opened up by more communications by land and water, its mineral wealth turned to economic use, its natural products developed, and consequent on these improvements new demands created for foreign commodities. These channels of industry in which the resources of China in men and material are waiting to combine with the skill and capital of our countrymen, to the great advantage of both, are clearly indicated by Mr. Colquhoun. So certain is the future development of China that every corner of the field which is now neglected by Great Britain is certain to be accepted to our exclusion by more energetic rivals. And there is no harm in emphasizing the fact that our occupation makes for the prosperity and preservation of China; that of other Powers for its distress and destruction. If a railway is constructed under British auspices our interest would be based on its success; if under other auspices the interest of the promoters would be directly served by failure, which would be the prelude to foreclosure and appropriation. And, as the preservation of China has been declared to be a cardinal point of British policy, commercial advantage and Imperial interest may go hand in hand. But all such new developments require the efficient and cordial co-operation of the Government. Just as in a previous generation the force of the Government was employed to establish trade at the Treaty-ports and to protect the settlers there, so now the long arm of the Government is required to protect enterprises in the new fields which may be opened. In theory, of course, this is admitted by the Government, but there is not in any quarter to be long the least faith in such protection being practically extended. Two years ago, even last year, such faith existed, and there was then a disposition on the part of other countries to join with us in commercial ventures in China. British influence was not then thought to be played out, but only dormant—and needing to be aroused. A different view is now taken by Foreign Powers and by merchants and financiers of foreign nationalities. They no longer consider a British partnership valuable. They fear it would be a drag and a detriment. They prefer to rely on their own Governments rather than on any British co-operation. Such is the lesson of the present Session of Parliament has taught European observers, who have, perhaps, a clearer insight into our weakness than we have ourselves.—Morning Post.

THE KOWLOON EXTENSION.

Says the *L. & C. Express* of August 12th:—The ratification of the Anglo-Chinese Convention for the extension of boundaries of Hongkong on the mainland took place on the 8th inst., so that the territory is now formally handed over. We presume that the native town of Kowloon still remains to be administered by Chinese, which fact is likely to cause a good deal of trouble to the authorities of Hongkong. We also presume, now ratification has taken place, that the terms of the Convention will shortly be made public officially.

A TRIBUTE TO SIR CLAUDE MACDONALD.

In his last published letter on China Past and Present, the Special Correspondent of the *Daily Telegraph*, after referring to the life between Sir Claude Macdonald and Li Hung-chang over the Kowloon extension—wherein some personality took place—states:—Sir Claude belongs to an order of men who have never had their parallel in the world's history—men who administer Empires and manage poor men whom the breath of scandal never changes with penitence or self-seeking. The English people so accustomed to official never failures leaving office comparatively impetuous, if not actually in debt, that they fail to realize all that it means to have no Verres among our pro-Consuls. One would like to make Li Hung-chang and his whole Mandarinate understand—impossible, alas!—that Britain has no possession abroad so valuable as the high character of her public men. I have small reason for special gratitude to the British Legation at Peking, but your correspondent must be patriot first, then journalist, and I have no hesitation in saying that Major Sir Claude Macdonald and his First Secretary (Mr. Bax Ironside) are men worthy of the best traditions of their honourable service, both for intellectual ability and character. When the light is fair there is nobody in Peking nearly the equal of the British Minister. The difficulty which the Grand Secretary and his Sir Claude is not to be put off with soft words and fair promises. But the bluff about Kowloon does not mean a settled anti-British policy. On the contrary, the latest advice from the north is that "the Russians are irritated beyond measure at the growing ascendancy of British influence at Peking."

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SELANGOR NEWS.

The Selangor Planters' Association met at Kuala Lumpur on the 20th August, with Mr. E. V. Cayley in the chair. It was resolved to urge the Government to greater energy in rooting out coconut beetles. It was suggested that the Association should offer prizes for information as to the best methods of eradicating them. At the question was left for further discussion. At the close of the meeting, it was agreed to arrange for the collection of complete coffee-curing returns. It is intended to secure careful notes of results in all stages of curing, from cherry to clean marketable coffee, so that the information shall be available to all members of the Association.

On the 20th August, a gang robbery accompanied by murder was committed at Sungai Durian. Four Chinese men with their valued \$35 were attacked by eight Chinese. Three of the party attacked ran away, but the fourth, Lee Fah, stood his ground and was killed. The robbers made off with the tin.

On the 30th August, a murder was committed at Kuala Kubu. A Chinese man named Chow Choy had a quarrel with a woman. The noise brought another Chinese man named Chow Oon upon the scene, and a fight ensued. Chow Choy stabbed Chow Oon with a pocket-knife, and he fell to the ground mortally wounded. Chow Choy was arrested.—*Straits Times*.

RUSSIAN COALING STATIONS.

The Russian Government has for some time past been endeavouring to secure coaling stations between the Mediterranean and the Pacific for its steamers to Port Arthur, Vladivostok, etc. The British representative of the *Standard* writes, in particular to obtain a "pledged letter" on the Malay Peninsula, in the Siam province north of Penang, and he hopes to succeed through the great friendship existing between himself and the King of Siam. As the King of Siam stated, during his visit to London, that he regarded the Emperor of Russia as his "true friend," it is probable that this little scheme may come off, unless the British Representative at Bangkok is very vigilant.—*Horn News*.

THE CHINESE QUESTION.

In the House of Commons on 11th August, Mr. Joseph Walton: I beg to ask the First Lord of the Treasury whether he can state to the House the conditions of the concession of the Peking-Hankow Railway, and also on what terms and conditions the Russian-Chinese Bank is providing the money for that undertaking; and whether equal rights are expressly reserved for British commerce and trade as guaranteed by the Treaty of Tientsin?

Mr. Verburgh: Before the right hon. gentleman answers that question I should like to ask him another, of which I have given him private notice—namely, whether he can inform the House if it is the fact that the Tsung-li Yamen have given a formal assent to the conditions imposed by Mr. Pavlov with regard to the contract for the Newchwang Railway extension loan; the said conditions being that the line should not be merged as security, and that no foreign control or interference of any description should be permitted, even in case of default; and whether these conditions directly conflict with the terms of the signed contract.

Mr. Balfour: In answer to the question of the hon. member opposite with reference to the Peking-Hankow Railway, I have already, in answer to a previous question—No. 42—stated that the information in our possession does not enable me to answer it. In regard to the question as to whether the money for the Newchwang Railway, the loan is substantially as he stated. The matter is engaging the serious attention of Her Majesty's Government. Mr. Joseph Walton: May I ask the right hon. gentleman whether he will telegraph to Sir Claude Macdonald for further information in regard to this matter and communicate his reply to the House before it rises to-morrow? (Cries of "No, no.")

NOTANDA.

CALENDAR.

SEPTEMBER.

Meteorological means based on ten years' observations to 1895.

Barometer 29.818

Thermometer 80.1

Humidity 81

Rainfall 8.58

TO-DAY.

Barometer 29.02

Thermometer 79

Humidity 82

Rainfall 77

TO-DAY.

Monday, 12th September, 1898.

Chinese—28th of 7th moon of 24th year of Kwong-si.

Sun—Rises 6hr. 47min.

Sun—Sets 6hr. 54min.

High water—Morning 6hr. 15min.

High water—Afternoon 6hr. 55min.

Low water—Morning 6hr. 15min.

Low water—Afternoon 6hr. 55min.

ANNIVERSARIES.

1810—Marshall Blücher died.

1854—Strike of Hongkong washermen.

1887—The British barque *Billy Simpson* abandoned near the Pratas Shoal.

TO-MORROW.

Tuesday, 13th September, 1898.

Chinese—29th of 7th moon of 24th year of Kwong-si.

Sun—Rises 6hr. 47min.

Sun—Sets 6hr. 54min.

High water—Morning 6hr. 15min.

High water—Afternoon 6hr. 55min.

Low water—Morning 6hr. 15min.

Low water—Afternoon 6hr. 55min.

ANNIVERSARIES.

1806—Charles James Fox died.

1872—The Grand Duke Alexis of Russia visited Hongkong.

1876—Convention signed at Chefoo by Sir Thomas Wade and Li Hung-chang.

1884—Battle of Tel-el-Kebir.

SHIPPING AND MAIL NEWS.

MALE DUE:

Canadian (*Empress of Japan*) to-morrow.

English (*Coromandel*) 16th inst.

Tacoma (*Victoria*) 16th inst.

German (*Darmstadt*) 20th inst.

American (*Glenfarg*) 22nd inst.

American (*Yamashiro Maru*) 23rd inst.

American (*Delight*) 1st week.

THE P. & O. steamer *Canton* left Singapore for this port at 4 p.m. on the 10th inst.

THE N. P. S. S. Co.'s steamer *Columbia* called from Yokohama for Tacoma on the 10th inst.

THE P. & O. S. N. Co.'s steamer *Brindisi* left Singapore for this port at 11 a.m. yesterday, the 11th inst.

THE N. P. S. S. Co.'s steamer *Victoria* has arrived at Yokohama, and sailed for Kobe and Hongkong on the 7th inst.

THE N. P. S. S. Co.'s steamer *Olympia* arrived at Tacoma on the 2nd inst., also that the *Silk* steamer arrived in New York on the 8th inst.

THE Nippon Yusen Kaisha's steamer *Kiachi Maru* (Europe Line) left Kobe for this port on the 10th, and is expected to arrive here on the morning of 15th inst.

THE O. & O. S. S. Co.'s steamer *Belgia*, with mails, etc., left San Francisco for this port via Honolulu, Yokohama, Inland Sea, Kobe, Nagasaki and Shanghai, on the 3rd inst.

THE P. & O. Co.'s steamer *Coromandel* with the outward English mails, left Singapore for this port at 5 p.m. yesterday, the 11th, and is due here on the 16th inst. at about noon.

THE Nippon Yusen Kaisha's steamer *Yamashiro Maru* (Australia Line) left Thursday Island for this port today, the 12th, and is expected to arrive here on the 23rd inst.

THE China Mutual Steam Navigation Co.'s steamer *Oswa* from Liverpool and Swansea, left Singapore for this port Saturday, the 10th, and may be expected here on or about the 16th inst.

THE O. & O. S. S. Co.'s steamer *Copita*, with mails, etc., which left hence August 13th for San Francisco, via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 9th inst.

THE P. M. S. S. Co.'s chartered steamer *Glen-gyle* with mails, etc., which left hence August 5th for San Francisco, via Amoy, Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu, arrived at her destination on the 8th inst.

THE Imperial German Mail liner *Darmstadt* arriving from the German mails with dates from Berlin of the 22nd ult., left Colombo for this port on Saturday morning, the 10th, and may be expected here on or about Tuesday, the 20th inst.

THE Canadian Pacific Railway Co.'s steamer *Empress of Japan* arrived at Shanghai at 8 p.m. on Saturday, the 10th, and left again at 6 a.m. yesterday, the 11th, for Hongkong, where she is due to arrive at 11.30 a.m. to-morrow, the 12th inst.

HONGKONG AND WHARF DOCK RETURNS.

Yokohama at Kowloon Dock.

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Intimations.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
HITACHI MARU..... C. Hillcoat	MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID	THURSDAY, 15th Sept, at 4 P.M.
KANAGAWA MARU..... J. MacRae	KOBE and YOKOHAMA	WEDNESDAY, 21st Sept, at 4 P.M.
YAMASHIRO MARU..... J. Jones	NAGASAKI, KOBE & YOKOHAMA	MONDAY, 26th Sept, at 4 P.M.
SENDAI MARU..... C. Olsen	VLADIVOSTOK, via SHANGHAI, CHEFOO, CHEMULPO, NAGASAKI, FUSAN and GENSAN	FRIDAY, 30th September, at Noon.
TOKIO MARU..... E. W. Haswell	THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	FRIDAY, 30th September, at 4 P.M.

For further information as to Freight, Passage, Sailings &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA.
Manager.

Hongkong, 5th September, 1898.

EVERY CONSUMPTIVE

is the only one that cures extreme exhaustion and restores the system. There is no other medicine that can be taken at the same time as the system has strength to fight the disease.

Scott's Emulsion

is the only one that cures extreme exhaustion and restores the system. There is no other medicine that can be taken at the same time as the system has strength to fight the disease.

Sole Agents for Hongkong and the Empire of China—WATKINS & Co., Hongkong.

SERRAVALLO'S FERRUGINOUS QUININE.

THE GREAT AUSTRIAN TONIC OF PERUVIAN BARK AND IRON.

Over 300 Medical Certificates testifying its great STRENGTH-GIVING PROPERTIES and at the same time being of an

EXQUISITE TASTE.

Sole Agents for Hongkong—
A. S. WATSON & Co.
Hongkong, 1st September, 1898.

LEVY HERMANOS.

DIAMOND MERCHANTS, JEWELLERS and WATCHMAKERS.

Sole Agents in the East for the amalgamated CHERRY, HUMMER and GLADIATOR CO., Ltd. DUNLOP TRUCKS BICYCLES—PRICES—\$124. A special reliable Watch made for this Climate: Quality A.....\$16 Quality B.....\$12

10, QUEEN'S ROAD CENTRAL, Opposite the Telephone Office.

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS, PRAYA CENTRAL, HONGKONG, SOAP MANUFACTURERS.

SOLE AGENTS FOR HARTMAN'S PATENT GENUINE COMPOSITION RED PASTE BRAND, HARTMAN'S GREY PAINT, DAIMLER'S PATENT MOTOR LAUNCHES, &c.

Sole Agents for FERGUSON'S SPECIAL CREAM and F. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

REASONABLE PRICES.

CHS. J. GAUPP & CO., CHRONOMETER, WATCH, and CLOCK MAKERS, JEWELLERS, SILVER SMITHS, and OPTICIANS. CHARTS and BOOKS. NAUTICAL INSTRUMENTS. Sole Agents for Louis Audemars' Watches awarded the highest Prizes at every Exhibition and for Veiglander and Sohn's CELEBRATED OPERA GLASSES, MARINE GLASSES and SPGLASSES. Nos. 54 & 56, Queen's Road Central.

MEE CHEUNG, PHOTOGRAPHER, TOP FLOOR OF ICE HOUSE, IN ROSS-HOUSE ROAD.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East. ROUGH AND FINISHED, a specialty.

Hongkong, 22nd September, 1898.

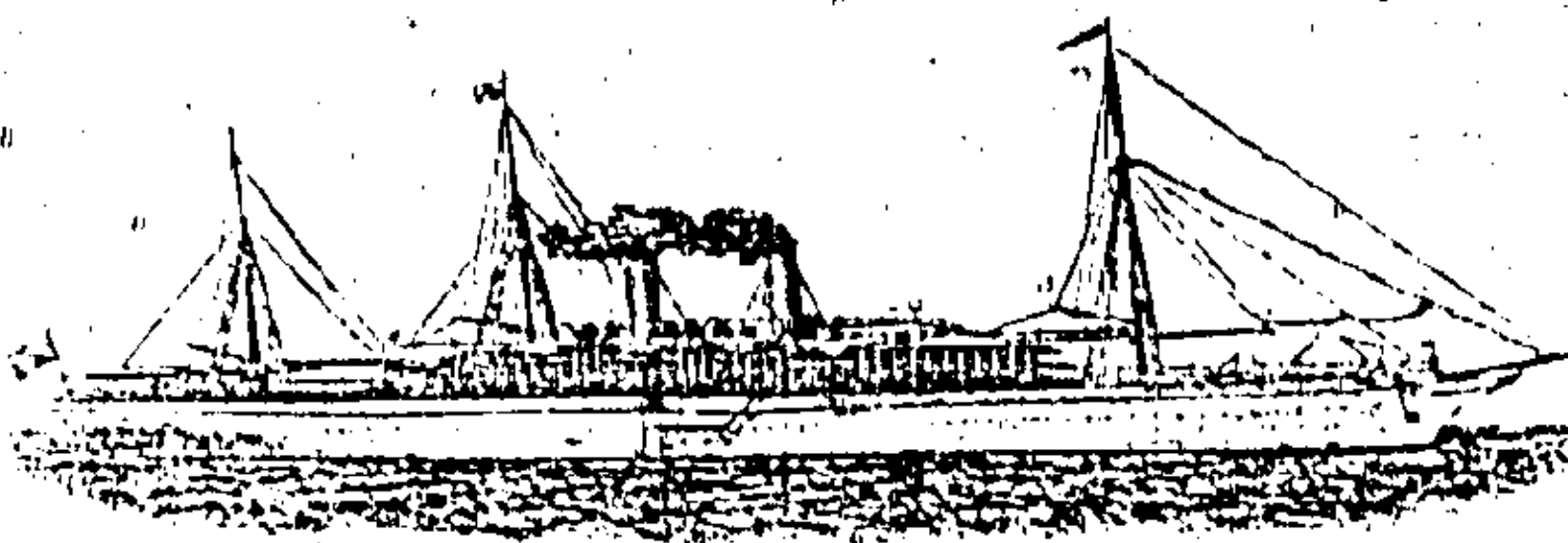
SIEN TING, SURGEON DENTIST, No. 26, PAGUIAR STREET. TERMS VERY MODERATE. Consultation free.

Hongkong, 27th September, 1898.

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1898.



1898.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.
(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF JAPAN.....Comdr. Geo. A. Lee, R.N.R.....WEDNESDAY, 28th Sept., 1898.
EMPRESS OF CHINA.....Comdr. R. Archibald, R.N.R.....WEDNESDAY, 26th Oct., 1898.
EMPRESS OF INDIA.....Comdr. O. P. Marshall, R.N.R.....WEDNESDAY, 23rd Nov., 1898.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey and make connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY, which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 31st August, 1898.

Shipping.

STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED
FOR SWATOW, AMOY AND FOCHOW.
THE Company's Steamship

"HAITAN,"
Captain Hill, will be despatched for the above Ports TO-MORROW, the 13th instant, at 10 A.M.

For Freight or Passage apply to DOUGLAS LAFRAIK & Co., General Managers.
Hongkong, 12th September, 1898.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR SINGAPORE, PENANG AND CALCUTTA.

THE Company's Steamship

"SUISANG,"
Captain G. Payne, will be despatched as above TO-MORROW, the 13th instant, at Noon.

For Freight or Passage, apply to JARVINE, MATTHEWSON & Co., General Managers.
Hongkong, 21st September, 1898.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARRACHI, ADEN, MASSAUA, SUEZ, PORT SAID, FUME AND TRIESTE.

(Taking Cargo at through rates to SOUTH AFRICA, CALCUTTA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT and ADRIATIC PORTS.)

THE Company's Steamship

"CISELA,"
Captain F. Morse, will be despatched as above TO-MORROW, the 13th instant, P.M.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner.

For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents.
Hongkong, 5th September, 1898.

FOR KOBE.

THE Company's Steamship

"TAIWAN MARU,"
will be despatched for the above port on WEDNESDAY, the 14th instant, at Noon.

For Freight, apply to DODWELL, CARLILL & Co., Agents.
Hongkong, 7th September, 1898.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM TO YOKOHAMA AND KOBE.

THE Company's Steamship

"TRIESTE,"
Captain A. Muller, will leave for the above places on SATURDAY, the 19th instant, A.M.

For Freight or Passage, apply to SANDER, WIELER & Co., Agents.
Hongkong, 9th September, 1898.

SAILING VESSELS.

FOR NEW YORK.

THE "A. I. Norwegian Bark

"PRINCE ARTHUR,"
Captain Olsen, having arrived will load here for the above Port, and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 12th July, 1898.

FOR NEW YORK.

THE "3. L. I. American Bark

"ADOLPH OBRIG,"
Captain Ambury, is ready to take cargo for above port and will have quick despatch.

For Freight, apply to ARNHOLD, KARBURG & Co., Agents.
Hongkong, 6th September, 1898.

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Doris (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Wednesday, 21st Sept, at Daylight.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Tuesday, 11th Oct, at Noon.

Copie (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... Saturday, 20th Oct, at Noon.

THE Company's Steamship

"DORIC,"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on WEDNESDAY, the 21st instant, at Daylight.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full; and same will be received at the Company's Office until Five P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 7th September, 1898.

RIGAUD'S White Violet EXTRACT



This fugative and delicate perfume is persistent as an Extract for the handkerchief while as a Soap and Powder, it has been adopted by the most refined French Society.

RIGAUD & Co. 10,000 White Violets equal each bottle of Rigaud's Extract.

PARIS

Shipping.

NORTH GERMAN LLOYD (Freight Service.)



HAMBURG AMERICA LINE. (East Atlantic Service.)

(Taking Cargo at through rates to AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LIVERPOOL, GLASGOW, NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA..... Frick	HAVRE AND HAMBURG.....	18th Sept. } Freight.
*SILESIA..... Lohrens	HAVRE AND HAMBURG.....	About 25th } Freight and September. } Passage.
ALESIA..... Meyerdiercks	LONDON, HAMBURG & ANTWERP.....	About 12th } Freight. October.

* This Steamer has Superior Accommodation for Passengers and carries a Doctor and a Stewardess.

For further particulars as to Freight, Passage, &c., apply to CARLOWITZ & Co., Agents.

Hongkong, 5th September, 1898.

Mails.

NORTHERN PACIFIC STEAMSHIP COMPANY.

VIA SHANGHAI, INLAND SEA, KOBE, AND YOKOHAMA.

PROPOSED SAILINGS FROM HONGKONG.

FOR VICTORIA, B.C. AND TACOMA.

IN CONNECTION WITH NORTHERN PACIFIC RAILWAY CO.

Tacoma..... 3.540 | A. Dixon..... | Sept. 17.
Victoria..... 3.167 | J. Truebridge..... | Sept. 27.
Olympia..... 2.608 | T. H. Dobson..... | Oct. 22.
Columbia..... 2.605 | A. Gow..... | Nov. 1.

FOR PORTLAND, OREGON, IN CONNECTION WITH OREGON RAILROAD AND NAVIGATION COMPANY.

Brasmar..... 3.601 | E. Porter..... | Nov. 5.

THE attention of Passengers is directed to the very cheap rates offered by this Line, HONGKONG TO LONDON £47.

Excellent accommodation. First-class Table. Doctor and Stewardess carried.

HONGKONG TO NEW YORK £41.

The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. The YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA £38.

Rates of Passage to other Points on application. Special rates allowed to members of Government Services.

Through Bills of Lading issued to Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate, and one copy must be sent forward by the steamer to the Freight Agent, Tacoma, Wash., or Portland, Or. (whichever may be the destination of the Steamer).

Parcels must be sent to our Office (with address marked in full) by 5 P.M., on the day previous to sailing.

For further information apply to DODWELL, CARLILL & Co., General Agents.

Hongkong, 8th September, 1898.

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG, PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS.

ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prinzess..... | Wednesday | 14th Sept.
Darmstadt..... | Wednesday | 12th Oct.
Sachsen..... | Wednesday | 9th Nov.
Bayern..... | Wednesday | 7th Dec.
Prinz Heinrich..... | Wednesday | 4th Jan. '99.

ON WEDNESDAY, the 14th day of Sept., 1898, at 9 A.M., the Company's Steamship "PRINZESS" Captain R. Helms, with MAILS, PASSENGERS, SPECIE & CARGO, will leave this Port as above, calling at NAPLES and GENOA.

Shipping Orders will be granted till NOON on MONDAY, the 18th September. Cargo and Specie will be received on board until 5 P.M. on TUESDAY the 19th Sept., and Parcels will be received at the Agency's Office until NOON on TUESDAY, the 19th Sept. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Licon can be washed on board.

For further Particulars, apply to MELCHERS & Co., Agents.

Hongkong, 27th August, 1898.

Mails.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

(via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)..... day, th at Noon.

THE U. S. Mail Steamship

will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA AND HONOLULU, on DAY, the th at Noon.

taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNITED PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office in Scaled Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent.
Hongkong, 10th September, 1898.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.)

THE Steamship

"SUTLEY,"
Captain A. Symons, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 17th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuables, all Cargo for France and for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to H. A. KITCHIE, Superintendent.

Hongkong, 3rd September, 1898.

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